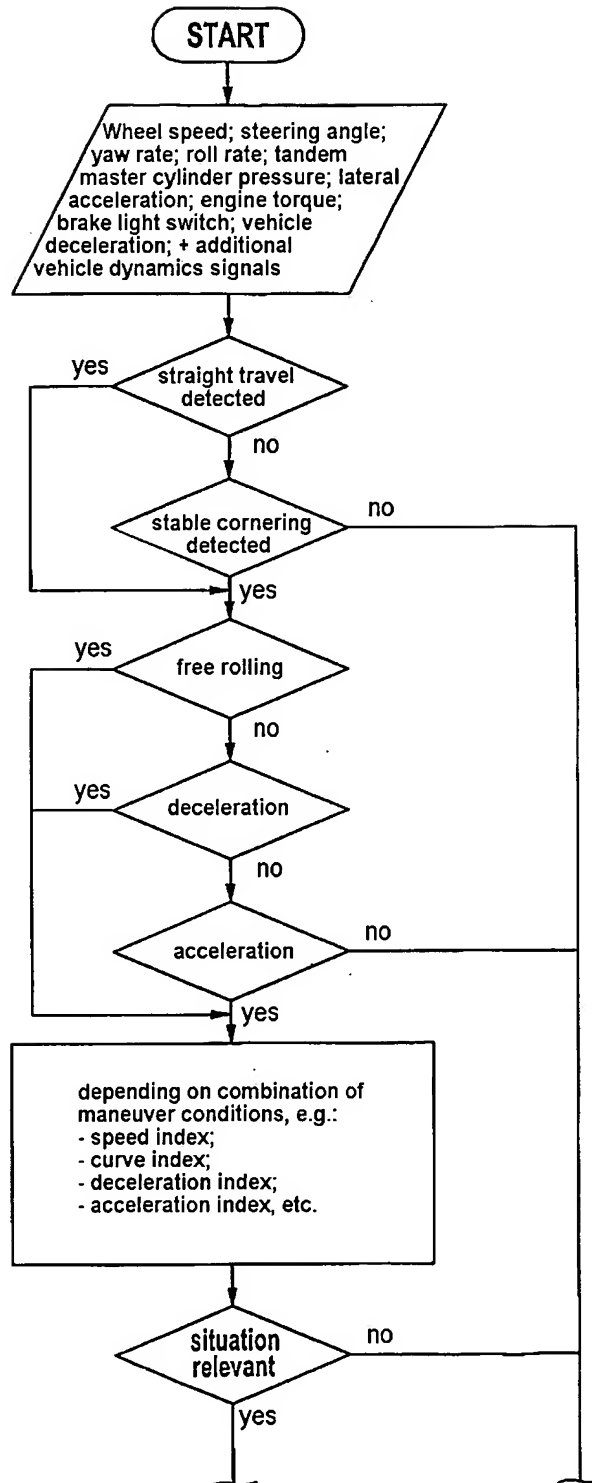


1/3

1. Signal configuration**2. Situation evaluation****2.1. Detect driving maneuvers****2.2. Evaluate driving condition configuration by way of corresponding index****2.3. Decision****Fig. 1A**

2/3

3. Feature evaluation

3.1. Detection

3.2. Configuration

3.3. Standardization

3.4. Statistical adaptation
according to relevant
situation3.5. Taking into account
the learning phase

3.6. Evaluation

3.7. Validation

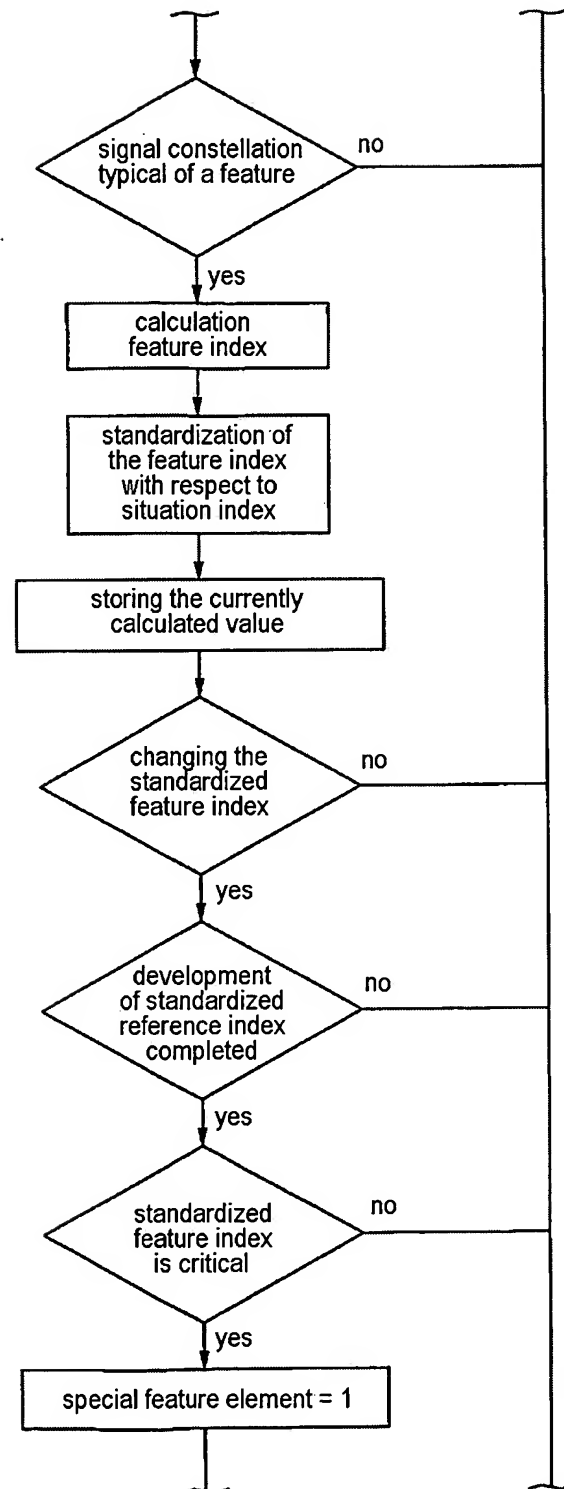


Fig. 1B

4. Suspicion development

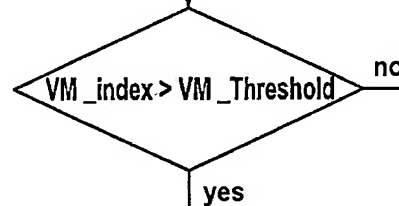
4.1. Matrix with accumulated weighted feature elements of correlating features from different driving situations

$A_{11} = \sum \text{feature element A1} * k_1$ (situation A/ feature 1)	$A_{m1} = \sum \text{feature element B2} * k_2$ (situation B/ feature 2)
$A_{1n} = \sum \text{feature element C5} * k_3$ (situation C/ feature 5)	$A_{mn} = \sum \text{feature element XY} * k_j$ (situation X/ feature Y)

4.2. Mean value of the suspicion matrix as suspicious factor index

$$VM_index = \frac{\sum_{j=1}^m \sum_{i=1}^n A_{ji}}{m * n}$$

4.3. Development of a suspicious factor (e.g. suspicious factor index > threshold value)



4.4. Formulate, store, and/or indicate suspicion

suspicion_XY = 1
(e.g. right front wheel suspension is defective)

4.5. Influencing the calculation of the maintenance interval

correction maintenance interval

END

Fig. 1C